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MADRAS WAR REVIEW

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Keep Right on

Mr. Churchill with Lt.-Gen. Montgomery, Commander of the Eighth Army, in the Western Desert

We must all drive ourselves to the utmost limit of our strength We must preserve and refine our sense of proportion. We must strive to combine the virtues of wisdom and of daring. We must move forward together united and inexorable

Light is broadening on the track. And the light is brighter too

Let me use the words of your famous minstrel, words which have given comfort and renewed strength to many burdened hearts—'keep right on to the end of the road, keep on right to the end'

—*Mr. CHURCHILL, in a speech on Monday, October 12 at Edinburgh*

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Running Commentary

India Debate: Civil Disobedience and Dictatorship The House of Commons passed the Third Reading of the India and Burma (Temporary and Miscellaneous) Bill, on Tuesday. The Bill now goes to the House of Lords. It was on the Second Reading of this Bill that the India debate took place. Last week our readers would have read the speeches of Mr. Amery, Secretary of State for India, Mr. Arthur Greenwood, Labour leader, and Mr. Attlee, Deputy Prime Minister. Though much of the ground covered by these speeches is old there are certain broad impressions and certain new features, which deserve emphasis. The first broad impression is the general condemnation of the Civil Disobedience Movement from all sides of the House. One thing is very clear; the British Parliament, and the British people behind it, cannot come to a settlement with those who launched a subversive movement at the most critical moment of the war, until that movement is called off and the acts of violence to which it has led are disavowed. Another clear impression left by the debate in the House of Commons is the general determination not to allow any one party to secure sole control of the Government to the prejudice of others who have equal claims to consideration. There can be no party-State in India if there is to be a free and contented India. These are the negative impressions.

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The Path to Self-Determination and Independence As regards the positive side, there was a general recognition of the principle of self-determination for India and that that self-determination means independence if India so desires. Mr. Amery made this point very clear in his speech. He said:

> "What was offered to India was control over her destinies within the partnership of the British Commonwealth, or without that partnership if she preferred to forego it . . ."

Mr. Maxton, leader of the Independent Labour Party, went out of his way to express his belief in Mr. Amery's sincerity. He said:

> "Indians were promised complete independence, even to breaking with Dominion association, if so desired."

The anxiety of all parties for a settlement at the earliest possible moment which would be honourable to all concerned was another positive impression left by the debate. His Excellency the Viceroy has shown the desire for such a settlement by continuing his talks with Indian leaders. But when will such a settlement take place? What are the conditions necessary for it? Firstly, the Civil Disobedience Movement must be called off. Secondly, there should be an agreement between the parties on India's future constitutional structure. Aspirations of the various groups must be integrated into the needs of India as a whole, for it is only then that compromise can be reached without a feeling of loss or grievance Political negotiations have

Shall not go Unpunished

"We are resolved that they shall not go unpunished. We are not animated by a spirit of revenge, natural though such a spirit must be to so many in Europe to-day, but my conviction is that civilized justice will only be restored to its rightful place in the affairs of men when the criminals who have sought to destroy it are made to answer for their deeds. The retribution must be swift and sure."

—Mr. ANTHONY EDEN,
The Foreign Secretary, in a speech at Lamington on September 26.

taken on a new sternness and intractability, because they consist of manœuvring for the substance of power, and not of bargaining for the trappings of office. Planning, not bargaining, is the need of political India to-day, as fighting, not indifference, is the call to India in the great world arena. By fighting, India will secure the possibility of independence, and by planning, she will turn that possibility into reality when victory comes.

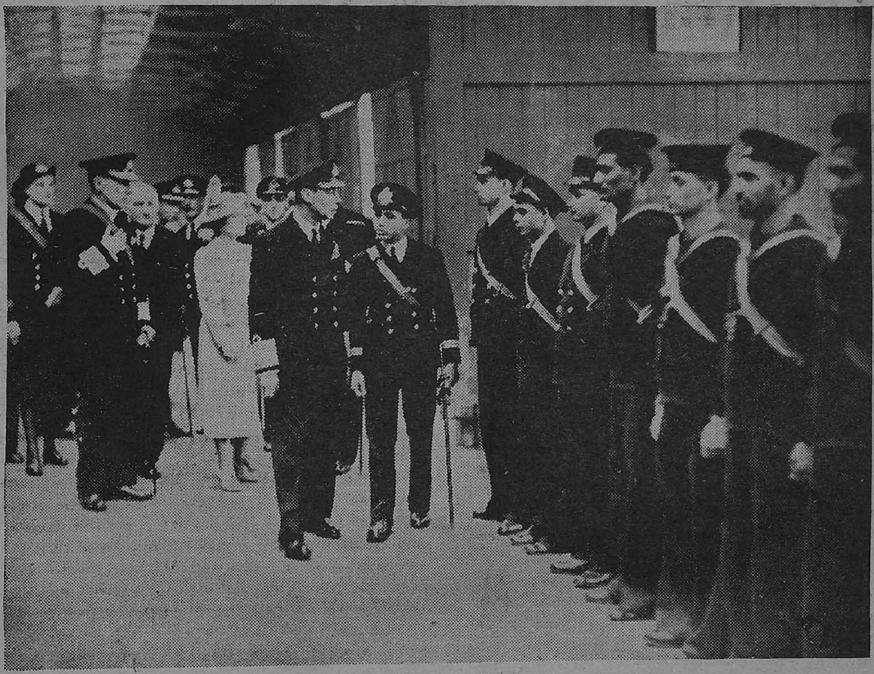
* * * *

Mr. Gandhi and the Axis The 74th birthday of Mr. Gandhi, which fell on October 2nd, was celebrated by the Axis Radio by a number of special broadcasts to India. They have once again revealed that the Berlin-Tokyo-Rome Combine praise only those who advocate and follow policies, whatever the intent of the authors, which are calculated to advance the Axis project of conquering and enslaving the world. Their estimate of Congress leaders has changed with the changing wind, and their heroes of to-day may well be the scoundrels of tomorrow. The Axis will praise them only so long as they play their game. Let us compare what the enemy radios were saying during the Gandhi week with what they were saying only a few months ago. The German Azad Hind Radio said in a news broadcast in Tamil on October 1:

"We, the Indians, are glad that Gandhiji did not come to a compromise with the Government. To come to terms with the British would defeat the aim of Mahatma Gandhi's move for freedom to which he has dedicated fifty years of his life."

But what did Berlin say on February 4, 1942? It said:

"Gandhi's principle of non-violence and Ahimsa has miserably failed to achieve any effective results. The majority of the people in India, being disappointed with the fluctuating policy of the Congress, are now forming different parties with a view to attaining independence in the near future."



His Majesty the King-Emperor inspecting men of the Royal Indian Navy at a town in the United Kingdom.

In its Hindustani broadcast on April 10, 1942 Berlin said:

"Mr. Gandhi and Mr. Nehru are miserable British agents."

A day earlier it said:

"The Indian leaders are the deluded henchmen of London."

Now the Axis radios are showering praise on Mr. Gandhi. Tokyo says on October 2nd:

"Gandhi is a great man in history. He is characterized by his meekness, his undaunted spirit, his spirit of sacrifice and his unwillingness to be utilized by others."

Berlin praises " Gandhi's unflinching sacrifice and devotion to the cause of India." The previous venomous diatribes of the Axis partners and their present glowing tributes show the real motive of the Axis propaganda. They are praising Congress leaders because the results of the Civil Disobedience Movement are expected to be helpful to the Axis.

Let us contrast this attitude with the attitude of the United Nations. In spite of Mr. Gandhi's politics, his moral eminence has been accepted by great leaders in the Allied countries. Men like General Smuts and Lord Halifax have paid their tribtutes to Mr. Gandhi on the occasion of his 70th birthday. Even now, living amidst the clash and clang of political controversy, the dominate note is one of disappointment, sorrow and, in some quarters, anger, that one so morally distinguished should have seen fit to pursue a barren path—a path that implies so much frustration to his own people and delights the enemies of India and the other United Nations.

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Allied Shipping Losses : Axis Propaganda

When receiving the freedom of the City of Edinburgh last week, Mr. Churchill made a speech reviewing the general war situation. He pointed out Hitler's mounting difficulties and the growing strength of the Allies. The months of August and September, he said, saw the new building of merchant ships substantially to outweigh the losses; they saw the greatest tonnage of British bombs dropped upon Germany; they covered the most numerous safe arrivals of United States troops in the British Isles; they marked the definite growth of Allied air superiority over Germany, Italy and Japan; they saw in the Pacific Australians with their American Allies making good advance in New Guinea. " It is not my habit," he added, " to encourage vain expectations, but these are solid and remarkable facts. Surveying both sides of the account good and bad with equal composure and coolness we must see that we have reached a stern and sombre moment in the war which calls in a high degree for firmness of spirit and constancy of soul."

Mr. Churchill laid emphasis upon one aspect which has been the subject of Axis propaganda for some considerable time. U-boat warfares, said Mr. Churchill, still remained the greatest problem of the United Nations, but there was no reason whatever why it should not be solved by the prodigious measures of offence and defence and of replacement on which Britain, Canada and above all United States were now engaged. Prodigious is also the word for the enemy propaganda to magnify the United Nations' shipping losses. This subject seems to be a perennial news item for Dr. Goebbels, his associates and satellites, and the claim of losses is expanded or contracted to suit the needs of the moment. It may be recalled that in his address to the Berlin University on December 1, 1941, Dr. Goebbels laid down the dictum: " News is trickery by which to defeat the enemy." A study of enemy propaganda over a long period shows that when news from other fronts is bad for the Axis " shipping news " is built up and embellished to distract attention from failures elsewhere. If news from other fronts is good from the Axis point of view, the shipping losses become less and are relegated to the background.

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Rise and Fall in Axis Claim : The Technique Behind it

In the first four months of this year, when Japan was forging ahead in the Pacific and Germany was confidently looking forward to a successful spring offensive in Russia and Libya, Berlin's claims of Allied shipping losses averaged 554,325 tons which was a very modest figure for Dr. Goebbels. In May the Allies had a big victory in the Coral Sea Battle in the Pacific and Hitler's spring offensive both in Russia and in Libya was in temporary difficulties, and so Berlin inflated shipping losses in that month to 924,000 tons which represented a sudden jump by 67 per cent. There was a decline in the succeeding month, for in June Rommel broke through to Egypt and the offensive in the Caucasus gained momentum. So the shipping losses fell to 886,000 tons. Further successes in Russia in July and August brought down the Axis claims still lower. In July it was 815,900 tons and in August 808,000 tons. Bad news for the Axis came last month (September) when Japan lost half the Solomon Islands and was trying in vain to regain them. In Egypt, Rommel could not advance further and for a whole month German soldiers were trying their best to take Stalingrad without any appreciable results. To all these facts must be added the achievement of the United States which turned out 93 new ships totalling 1,009,800 tons in September. These are the reasons why Dr. Goebbels pushed up his claim for September right up to 1,011,700 tons.

* * * *

Daily Totals and Monthly Claims Vary

It is a well-known fact that Berlin's false claims are exposed by its own later announcements. Every day the Berlin Radio announces the number of ships claimed as sunk in the preceding 24 hours and on the 2nd of each month detailed figures of the number of persons and the total tonnage sunk in the previous month are given. But the total of the daily sinkings does not tally with the monthly claim. If we total the daily claims of the Berlin Radio during August 1942 we arrive at the figure 339 ships (excluding warships which are announced separately). But the monthly total given out by the Berlin Radio on September 2nd is only

125. For September, the same thing happened. The daily claims totalled 281 vessels, but the monthly claim was only 161. These discrepancies show clearly how Dr. Goebbels's dictum that news is trickery is being put into practice.

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Ship-building: America's Astonishing Progress America is making such great strides in ship-building that the Axis claims of Allied shipping losses would make even the most gullible listener become sceptical. In the first quarter of 1942 Berlin's claim exceeded American replacement by 111 per cent. In the second quarter by 35 per cent and in the third only by 3 per cent. The progress of American ship-building can be gathered from a glance at the figures for the outturn of American ship-building yards. In the first quarter of 1942 only 70 ships were built, but in the second quarter this was more than doubled; 160 ships (1,768,000 tons) were built. In the third quarter, American yards turned out 232 ships totalling 2,553,700 tons, that is to say, during the last *three months* the outturn was as many ships as were built in the first *six months* of this year.

This astonishing progress is further supplemented by Canadian shipyards which are producing at the rate of one ship every three days, while the United States' outturn is three ships a day. In 1942 Canada has completed so far 50 cargo vessels of 10,000 tons, whereas only one ship of this type was built last year. So far as Britain is concerned, it will add 150,000 tons this year to the United Nations' merchant fleet. By the end of this year, Axis has to sink Allied ships at the rate of more than 1,500,000 tons every month if it is to keep pace with the combined replacement by the United Nations' shipyards!

* * * *

Battle of Transportation—Allies Getting Ahead This is a formidable task for the Axis and no amount of false claims by the Berlin Radio can mislead the public as to the real facts of the shipping position of the United Nations. This was stressed by President Roosevelt in a broadcast talk on Tuesday last. He said that the total tonnage of ships coming out of American, Canadian and British shipyards had increased so fast that we are getting ahead of our enemies in the bitter battle of transportation. In expanding her shipping, America had enlisted many thousands of men for her merchant marine and they were doing magnificent service. They were risking their lives every hour, said the President, so that guns, tanks, planes, ammunition and food might be carried to the heroic defenders of Stalingrad and to all the United Nations' forces all over the world.

U.S. BOMBER CHIEF.—Brigadier-General Ira C. Eaker, Commanding General of the Eighth Bomber Command of the U.S. Army Air Force, who led the first all-American Bombing raid against the Germans, is seen at an American base in England with "Winston Churchill" the mascot of the U.S. Army Corps in England. General Eaker is confident that there is hardly a corner of Germany which the U.S. bombers will not reach within the next few months. According to him, air power is one of the most powerful means the Allies have to win the war and he is sure it is possible to destroy the enemy from the air. An interview with General Eaker was published in our last issue.

England A Year ago and Today

An American's Impressions

By ALLAN NEVINS, *Professor of American History, Columbia University*

AN American returning to the island after a year paints a bright picture—the War machine running efficiently and the spirit confident.

Worse or better? This question fills the observer's mind on his return to Britain after a year's absence. Is food scantier? Is the clothing supply uncomfortably low? Have transportation, lighting, mails and other public services deteriorated? What has happened to the nation's morale under additional months of nervous strain, exhausting effort and loss of life? These are serious questions, for Britain in 1941 lived close to the margins of her strength.

Yet it is soon plain that a reassuring answer can be given. Internal economy has held its own. In some respects ground has even been gained. While British war production has been kept on a level which America only in recent weeks equalled, the island has adjusted itself more effectively to its tremendous burdens, remedied some of the most grievous hardships and perceptibly reduced nervous tension. If Britain faces the present situation with less exaltation than when she was fighting the Axis alone, she looks to the end of the war with firmer confidence and to the ensuing peace with brighter hope.

NEATNESS AND ORDER

A year ago when I left England, the mid-summer sun shone on cities where evidence of just-ended raids lay in great heaps of rubble, some exhaling the acrid odour of smoke, some the ghastlier stench of death. Now the debris has been cleared away and English neatness and order have been so well restored that one often passes unnoticed a spot where huge bombs had fallen. A year ago everyone took for granted that the trains would be late. To-day they are punctuality itself. A year ago London looked half desolate, now it is so crowded and busy that living quarters are hard to find. A year ago everyone talked nervously about food, for when warehouses filled with stores had gone up in flames, when distribution from certain ports was disorganized at a time when communal eating places were few, food was worrisome if adequate. To-day the national diet is more abundant and so well assured that nobody is preoccupied with it.

Life still has many minor inconveniences, a few graver hardships and, where raiders pounce, occasional dangers. But it is much less bleak than trans-Atlantic newspaper readers would suppose. Reports have been circulated to Americans that the British lack soap, but a glance at a few shop windows dispels the idea. While soap is rationed, as one Briton remarked, "We've enough to wash elephants."

Shabbiness in dress was becoming evident in 1941. It hasn't increased and perhaps is even less noticeable. In the first year of clothes rationing just ended, the drop in sales

THEIR CAUSE WILL TRIUMPH

"To-day marks the eleventh anniversary of the Japanese attack on Mukden. On the night of September 18, 1931, the Japanese Army marched out to conquer China, Asia and the world. China understood its meaning and called the attention of the chancellories of Europe and America to the Japanese aggression. She appealed to the highest international authority at Geneva for timely intervention. Our purpose in commemorating this day is not to allocate responsibility for the failures, but rather to stress the fact that international aggression, wherever arising, is a matter of general concern and must be dealt with by concerted action. We all have become wiser through experience. To-day, liberty-loving peoples are fighting shoulder to shoulder, the forces of aggression in the East and West, and though the United Nations are not yet out of the wood I feel certain that their cause will triumph in the end."

—DR. WELLINGTON KOO, *the Chinese Ambassador, at a press reception in London.*

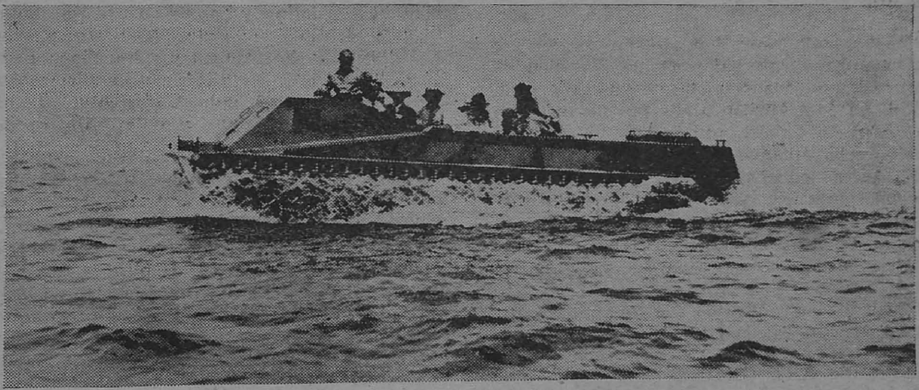
was under 10 per cent by value, 20 per cent by quantity. People have continued to buy clothes almost as before rationing; while stocks of men's wear remained nearly constant and women's wear increased. More of both sexes are uniformed and ordinary folk have more time than in the Blitz period to look after their appearance.

TWO PRESSURES

Everywhere are evidences of the two great pressures of the war—on materials and on man-power and woman-power. Signs shout at you to economize. "Waste-paper must not be thrown away, destroyed or mixed with refuse," reads a notice on all rubbish bins, with a list of the penalties. "Is your journey necessary?" demands a placard above every ticket seller's window. Newspapers advertising *The Times* fulminates against their theft. Yet men keep shaved, even if they have revitalized the joke about the Scot who was asked "What do you do with your old razor blades?" "Shave with them." They keep their shoes neat even if nobody believes in the engaging sign, "Shoe repairs in five days."

LABOUR SITUATION

Labour is as scarce as materials, and grows scarcer. Of 8,000,000 women registered for war employment, railroads employ over 50,000. Nevertheless, journeys are made difficult by the absence of anybody to give directions where platforms swarm with people given a few minutes to change trains at crowded junctions. Taxicabs sway under six to eight people at rush hours, for drivers to make up parties going in the same general direction.



TANK THAT SWIMS.—A new amphibian tank which will swim ashore and carry soldiers into combat is in mass production now in the U.S.A. It was devised and constructed after years of hard work behind closed doors. Powered by a stock-model automobile engine, it runs over land or through water on a caterpillar tread. It can ferry troops to shore, carry them up the beach to the enemy and give them a mobile fortress to fight from.

Here it proves its sea worthiness on the rough waters of Lake Eire, one of North America's Great Lakes. A fighting craft, it can also be used as a transport.

a variety of wares carry, alongside, the picture of a citizen and his wife looking at shop-windows across a raging torrent, wherein a swastika-marked shark bares razor teeth, and the rebuking caption "Would you buy if you had to swim for it?" "Turn Down the Gas," exhorts another advertisement. Britain is reminded that if everybody wastes half an ounce of bread daily a convoy of thirty freighters must brave the Atlantic both ways for more wheat.

Metal articles particularly show the insatiable demands of war factories. Woolworth contains almost everything, even crumbled mushroom spawn, for people who have nothing but a cellar for a garden, but it has little metal. One can buy toothbrushes aplenty, but collar buttons require some search. Shaving brushes are abundant but blades scarce. Questions are asked in Parliament about baby carriages, and bicycles are growing so precious that even

Teachers in rural areas complain of the rising rate of truancy, for farmers insist children are needed in the fields. Postal collections have been restricted. Arriving at a big northern shipbuilding town, I was told that the Mayor might be late in introducing me to the audience, for he worked as an engine driver from 6 a.m. to 2 p.m., after which took up his mayoral duties. London clubs make members serve themselves cafeteria-style breakfasts. Under the demand for labour many look more tired than they did a year ago. Under the double burden of office or factory work in the daytime, and firewatching, home guard and other community service in the night, many are desperately tired. There is a general agreement that Government officers in Whitehall must be forced to take a week's holiday, yet somehow labour seems better adjusted to the nation's task than it was a year ago.

—*New York Times Magazine.*

Strengthening of British Navy

Replacement of Warship Losses

BY

H. C. FERRABY

APART from any news of fighting of the immediate present, we have had quite a lot of items of official news about the war at sea in the past few days. They tell us about the general progress, both at sea, and in what I may perhaps call the background to the sea war. Without attempting to put them in any particular order of importance, I think we ought to note these five separate pieces of evidence of our progress.

Firstly, British merchant ships travelling in convoy have covered 125,000,000 miles at sea during the war. This is considerably more than the distance from the earth to the sun.

TOLL OF ENEMY SUBMARINES

Secondly, British submarines in three years of this war have sunk more enemy submarines than they did in the 51 months of the last war. If we know that that total was 19, we can safely assume that 20 and more of the enemy U-boat losses so far, have been due to our submarine service.

Then in the third place, in about 27 months, as the First Lord of the Admiralty has told us, British shipyards have delivered enough new warships to make good our losses in battleships, aircraft-carriers and cruisers, and have more than made good the losses in destroyers.

The fourth point is that, on top of this, the shipyards have carried out repairs and refits to 23,000 warships, and to 35,000 merchant ships, to several of the ships, obviously, on more than one occasion.

MINESWEEPING AND MINELAYING

And as a fifth point, British minesweepers have destroyed German mines in our coastal waters, more than enough to have sunk every ship in the British Merchant Navy. The number of mines we have laid in enemy waters exceeds 100,000.

That seems to me to be a pretty good record of activity, but replacing losses alone does not build up the strength to win the war; more is needed, and more has been done. The Navy to-day is stronger materially than it was in September 1939, so naturally much of the information about that must still be secret.

Perhaps the most interesting of these items of news concerns the replacement of our lost warships. The Navy has suffered very severe material losses in the three years.

SINKINGS MADE GOOD

You can recall dramatic cases like the blowing-up of the *Hood*, the aerial destruction of the *Prince of Wales*, and the torpedoing of the *Ark Royal*, but these are only a fraction of the losses. Eighteen times we have had bulletins announcing the sinkings, by one means or another, of a British destroyer; 24 times the Admiralty has told us of the sinking of a British cruiser; nearly 40 times, we have been told of the loss of a submarine; as for minesweepers and trawlers, and other auxiliaries, the losses in these classes have been more than 150.

All the sinkings in the main classes of warship in the last two and a quarter years have been made good. The battleship *King George V* has replaced the *Royal Oak* and her sistership the *Duke of York* has replaced the *Hood*. Now we know that the other two ships of the class are on service, so that the *Anson* has replaced the *Byron* and the *Howe*, the *Repulse*.

INTERESTING DISCLOSURE

The British Navy's strength in capital ships is the same to-day as it was when the war began. Four aircraft-carriers lost in the last 27 months have all been replaced by vessels of more modern design, with a greater number of planes on board. When we come to cruisers, we find a most interesting disclosure.

We know that our losses during the period have totalled 22 cruisers, including those of the Royal Australian Navy. We know also, that when the war began, we had only 17 of this type building. So that, as the losses have been replaced, the shipyards must have completed at least five cruisers over and above the pre-war programme. We know nothing of their design or size, but we do know that normally it takes two and a half years to build a medium-size cruiser.

It is clear, therefore, that some very rapid building has been carried out by our shipbuilding yards, in their battle to ensure that Britain's naval strength is not reduced by any of the blows that the enemy may inflict on us. The new destroyers built for the British and Dominion Navies in the first 30 months of the war totalled at least 160. Since our losses total 80 in this type, you can see that the number built is more than double the number lost.

REPAIRS AND REFITS

This is a useful addition to our strength, though it is far from sufficient for all our needs. In this war, as in the last, the destroyer flotillas have had to be cruelly overworked, because there were never enough ships available for all the jobs that had to be done. Some of the boats that were on service when the war began have now steamed about 150,000 miles, or an average of 4,000 miles a month. When you think what that means in strain, not only for the men on the bridge and at the gun, but for the engineers and the boiler-room men, you begin to realize what sort of a war effort has been put up, both by personnel and material.

That figure of 23,000 repairs and refit to warships, is another indication. No doubt a lot of the job was what we call minor repairs—railings and superstructure damaged by heavy seas, or by bomb splinters; small breakdowns of auxiliary machinery; a shell hole through the above water plating, and so on. These could be carried out in a few hours, and they do not keep the ship long away from the fighting line.

MILLIONS OF MAN-HOURS

But 23,000 of them gives an average of some 640 jobs to be done every month to maintain fighting efficiency. The shipyards have done that on top of replacing and more than replacing every lost warship. And then, on top of that again, they have carried out 35,000 repairs to merchant ships.

Here again, probably a good many of them were minor repairs, the sort of job that is always done in merchant ships during their turn round, while the work of loading or unloading goes on. And every one of those 35,000 jobs has involved man-power, and it is the shipyard workers who provided it.

Many of the jobs have been very long and very complicated. Damage by aerial bombing has provided a lot of new technical problems to the ship repairers. Damage by the magnetic mine, and later by the acoustic mine, provided quite a lot of headaches when we first had the shattered ships brought into the shipyards to be made whole and seaworthy again.

Millions of man-hours have been expended on this repair work, though few of us have ever given much thought to that side of the war effort. Now that we have a few figures to go on, we can begin to form an outline at least of the picture, and the toil that has been given in the background—toil to support the personal bravery and hardihood of the men, who steamed in the face of danger more than the distance from the earth to the sun.

—In a recent B.B.C. talk.

Britain has A New Fleet

ALL but a few of the fighting ships—they amounted in aggregate to a large well-balanced fleet—which Britain had under construction at the beginning of the present war are now completed, writes the *Yorkshire Post.* It adds :

This naval programme comprised in addition to the numerous destroyers and other light vessels about 20 cruisers, and five battleships of *George V* class. Of even more importance in the present age of naval warfare are six large aircraft carriers of the *Illustrious* class.

When war broke out, these ships were still on the stocks and at that time our naval shipbuilding capacity was very limited. Through years of wishfully-conceived naval disarmament, of the three Admiralty yards, which might have been developed, one was surrendered to Eire, one closed down and the largest reduced to a base for small supplies only.

But that first war programme went through to completion and has been succeeded by so many others that now they are virtually continuous. It had long been known that when war came a colossal building programme of merchant ships would also be necessary. With our greatly reduced shipping facilities, the extent of that naval war programme had to be carefully balanced against our anticipated needs of cargo carrying tonnage and for this reason merchant shipbuilding was also placed under the control of the Admiralty.

Side by side, therefore, under one centralized control, our Royal Navy and merchant navy are being rapidly expanded. On the naval side our efforts have been mainly directed to countering the U-boat and dive-bomber menace. That these have been successful is proved by the fact that of all European nations we are still the best fed, best clothed and our needs have still to be imported.

LARGE NUMBER OF LIGHTCRAFT

Shortly after the outbreak of war corvettes, escort vessels and other lightcraft were being laid down in considerable numbers and the fact was generally known. Few realized, however, that this great naval war programme was planned in detail by the Admiralty many months beforehand and kept on ice ready for immediate application.

Our greatest need now is more aircraft carriers. These are big ships—they must be about 800 feet long and 50 feet or more above water in order that the aircraft may land on them—and they take several years to build. But the Admiralty has not lacked foresight in the matter of necessity for providing them.

Gigantic Air Surprise Force

AMERICA to-day is building a gigantic air surprise force, far greater than even the wildest dreams of Hitler. An armada of huge bombers and troops-carriers are under way, writes Glenn Martin, the well-known aircraft manufacturer, in the magazine *This Week*. Army, air-borne, infantry, parachutists, and glider troops are being trained for sudden blows on a dozen fronts. Long-range fighters have been developed to strike from hidden advanced bases, and new secret devices will enable them to make surprise attacks even in foggy weather.

Flying battleships like the 70-ton Flying boat *Mars* could strike any spot in the globe to-day, adds Glenn Martin. Germany and Japan have so extended their lines of communication that they are exceptionally vulnerable to this type of surprise attack. But to hit and run is not enough. We must hit and capture ground that can be taken by air power. Crete taught us that. A ground soldier becomes a flying infantryman striking with fantastic speed surprise. Our Army and Marine Corps are training such men by the thousand. Huge planes will carry them or tow their gliders and trains into action.

Our aircraft industry has already done the impossible, says Glenn Martin. To-day we are approaching the 1942 goal of 5,000 planes a month. The 1943 goal is set at 10,000 planes a month.

There is no technical limit to the size of the planes. We have already designed a 250,000-pound flying boat about twice the size of *Mars*. With such a ship we can strike across the Pacific and return with spare fuel. Five hundred of these planes might turn the tide of war. Before the war is over, we may need flying battleships of 500,000-pound or larger. If such super planes are found necessary to victory, we shall build them.

SAVING PETROL

By converting 600 motor vehicles to producer gas, it has been computed that it is possible to save one million gallons of petrol per year.

With charcoal selling at Rs. 2-12-0 per maund, a bus or a lorry, converted to producer gas and running about 2,000 miles per month, can show a saving of Rs. 200 per month. Such a vehicle running for this mileage at 12 miles per gallon on petrol, or one gallon per day when working on producer gas, saves the country about 140 gallons of petrol a month, or 1,680 gallons per year.

Steady progress in the conversion of petrol-driven vehicles to the use of producer gas continues to be made, the latest total number of such converted vehicles in India being about 7,000. Steel materials made available by the War Transport Department from its quota are being absorbed by manufacturers from the various stockyards from which the materials are available. As the stocks at the stockyards become augmented, further progress is anticipated in the near future.

The question of providing steel material for the manufacture of producer plants for motor cars has received the attention of the War Transport Department. A certain amount of material licensed to makers may in future be utilized for the conversion of cars employed on official touring and by others whose work involves regular touring.

The important question of the provision of suitable charcoal fuel has been, and is, receiving the active attention of forest officials throughout the country. Work is in progress towards the provision of an easily portable type of kiln manufactured from reinforced concrete. In the United Provinces, arrangements have been completed for distribution of high grade charcoal for vehicle use. Similar arrangements are being undertaken elsewhere.

The question of briquetting charcoal, so as to provide a supply of uniformly moulded briquettes, is under consideration. Particulars of plant have been received from abroad for implementing the valuable work which has already been done in this direction by the Forest Research Institute.

The examination of coke as a possible fuel for producer gas operated vehicles is being undertaken.

Record Munitions Output in India

INEXORABLY India's munitions programme gathers increasing momentum and with the arrival of new equipment and expansion of existing capacity, new records are monthly being obtained.

Record outputs for August included some 17 new categories of production, of shells, bombs, explosives, bayonets, cartridges and various equipment, including a record output of special kinds of alloy steels.

This is not to say that India's requirements of plant and machinery have been completely met. Problems of a world-wide war are the problems of allocation and co-ordination of industrial effort. The progress that India has registered is in the increasing uses made of her present possibilities for production aided by supplies on generous proportions of new equipment and machinery as will enable the construction and stimulation of further industries.

The endeavours of scientists and research workers are directed towards greater and more efficient use of available and indigenous material. A new technique in the production of high-speed tool and high die steels economises ferro-alloys—the group includes ferro-tungsten, ferro-molybdenum, ferro-chrome and ferro-vanadium on the imported list. The new technique will eventually result in the saving of nearly Rs. 40 lakhs of ferro-alloys and valuable shipping space.

A new use for detoluated benzol obtained from India's toluene industry as a solvent in processing rubber replaces oil previously obtained from the oilfields. The importance of this discovery lies in the fact that every gallon of solvent oil drawn from the oilfields decreased production by two potential gallons of aviation spirit. Increasing new uses for coconut oil as a substitute for sperm oil in certain operations connected with munitions manufacture have also been found, displacing an average import of nearly 9,000 gallons of sperm oil.

Under a contracting supply position with the consequent close scrutiny and limitation of demands, the position emerges where everything released is essential and the difference between defence and non-defence really vanishes. Thus United States of America has released under Lease-Lend to India articles such as wireless sets and steel baling hoops. The latter, for example, do not go into munitions, etc., but they are essential for moving the cotton crop, and the importance of these high pressure hoops for handling this crop has an obvious bearing on transportation also.

Dependent on American supply of machinery, a new saw mill factory has been laid down in South India, while at a steel mill, India's plate mill capacity is to be extended by 25 to 50 per cent at a cost of over Rs. 35 lakhs. The present mill supplies all the plate for ship-building and repairs, bullet-proof and other heavy armour steel. Additional demand will be met when the new plant is installed.

A young Indian gunlayer at a twin Lewis gun in one of India's coastal defence ships.

Imperial War Graves Commission

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An Appeal to the Indian Public

THE names of civilians in India who become victims of enemy attack are to be commemorated by the Imperial War Graves Commission.

The Commission, which was established in Britain during the last War, was originally concerned with the commemoration of members of His Majesty's Forces who gave their lives and of whom the greater number fell in foreign lands. For more than 20 years it has helped to keep their names a living memory. Now that war takes its toll of the non-combatant population as well, the Commission has been charged with a new duty—that of collecting the names of all civilians who become victims of enemy attack, so that their memory also may be preserved, for all time, side by side with those of the Fighting Services.

The Commission's duty extends to compiling records for every civilian subject under His Majesty's protection and suzerainty and every national of any territory mandated to His Majesty who has died, or may die, during the present war from war injuries, wheresoever sustained.

As regards the peoples of India, therefore, the Commission is concerned with all classes of civilian British, British Indian and Indian Nationals, whether residing in British India or in Indian States, and also with British Indians and Indians residing in countries outside India.

COMMISSION'S APPEAL

The Commission approached the Government of India through the High Commissioner for India for advice and assistance in the matter.

Advice was requested as to :

(i) the most suitable form in which the records should be compiled, and

(ii) the particulars which would be appropriate in the case of Indian Nationals.

Assistance was requested in obtaining lists :

(i) of civilians so dying in territories under the control of the Government of India, and

(ii) of civilian Indian Nationals so dying elsewhere, so far as information might be available.

It has been decided, in consultation with Provincial Governments, Chief Commissioners and the Imperial War Graves Commission, that the records should be arranged according to Provinces, sub-classified into divisions, districts, subdivisions, towns and villages, showing the civilians who die in any particular place, irrespective of their place of domicile.

DETAILS TO BE RECORDED

Regarding the particulars appropriate for Indian Nationals, the particulars recorded in the United Kingdom are :—

(1) Name; (2) Permanent home address; (3) Degrees, Honours and Decorations; (4) Service, Service Number, Rank or Appointment (only in cases of members of Civil Defence Services); (5) Sex; (6) Age; (7) Son or Daughter, and Husband or Wife of (name and address), family details being added if desired; (8) Nationality; (9) Date and place of death; (10) Date of incident causing death; (11) Place of incident causing death; (12) Place of burial; (13) Other details (if desired).

As the Commission's object is to commemorate the sacrifices made by all classes of Indians in the same form as those of their British comrades, it has been decided that all the above items should be collected, that a new item "Religion and Caste or Sect" be added after item 2 and also that the words "or cremation" be added to item 12 above.

APPEAL TO PUBLIC

The co-operation of the public is requested especially in regard to civilian Indian Nationals who die, or who have died, of war injuries outside the territories under the control of the Government of India. It is likely, for instance, that persons now residing in India have information regarding civilian Indian Nationals who died of war injuries in Burma.

Anybody who is aware of any British Indian or civilian Indian National who is definitely known to have been killed, or to have died of war injuries, outside territories under the control of the Government of India should get in touch with the local authorities, in order that the necessary information may be recorded and sent to the Imperial War Graves Commission, through the Civil Defence Department and the High Commissioner for India in London.

Bullets for Hitler

A student from New Delhi has sent annas four to the Viceroy's War Purposes Fund out of his pocket money "for the purchase of bullets for Adolf Hitler and his colleagues."

Cell in A Stalingrad House

Headquarters of "Miracle Men"

A Russian Poet's Description of the City

THE Russian poet Koustantin Sumonov has returned to Moscow from Stalingrad and describes the amazing organization within the city which has achieved the miracle of its defence.

This miracle is being worked, he writes, by some men in a cellar and over them stands a burned out block of flats. Against the brassy glare of the night sky, the block stands out like a skeleton.

The Leningrad sector. A delegation of the working people of Leningrad visiting the Red Army men at the front.

You go down the steep steps from the street into the basement area. The entrance is sand-bagged like a bomb shelter. There are many more steps in the dark inside. Here dug below the ruins is the General Headquarters. Working in a murky room with thick timber props, are the staff of the General Commanding Stalingrad's defence. The name of that General is for the present not being revealed. It will become well known.

A MODERN DUNGEON

Down in this modern dungeon staff officers have been working now for a month without break. They are unshaven. They eat bread and herring at their desks. Their hot meal daily is thick scalding cabbage soup with a big lump of mutton. In the deep cellar the air is so foul that matches will not strike.

A staff officer telephones to a forward Command post on a southern sector of the Stalingrad front. Here is where the biggest threat lies for the moment. The Command's post is on the fifth floor of a block of flats in the dining room of an engineer. The officers sit on good velvet arm chairs. On a mahogany table, beside military maps, is still a child's exercise book. On the floor in front of a window are pots of geraniums, dahlias and a big green fern.

A MENACING ATTACK

You don't need glasses, you can see the Germans. There is one on a motor-bike. This is the sector where the enemy launched against a Red Guard's unit their most menacing attack of the past week. They started as usual with junkers and an artillery blitz and then threw in 200 tanks followed by motorized infantry. They attacked 12 times in the day.

After 42 tanks had been knocked out by the Guard's artillery, the Germans switched over from a frontal attack to a flank infiltration by tommy-gunners.

Here a most fierce fight began in one tall building. The Germans gained possession of every storey. They commanded all the approaches with their fire. Still the Red Guards went in. They fought from the first to the second storey and they fought corridor by corridor. Several rooms changed hands many times. But they could not throw out the Germans, so a decision was taken to blow up the building.

Five guardsmen went forward under fire with 25 lb. of dynamite each. The Germans were buried in the ruins. I do not know whether these five guardsmen escaped their own explosion. It is unlikely.

GERMANS FORCED BACK

Now on this sector the Germans have been forced back on the defensive. They are dug in on the nearby corner that can be seen from the Command Post windows. Driving back in a little American jeep from the Command post, a sharp-eyed man would notice that the tommy gunner, who stands where the traffic cop used to direct cars, is new. The man there an hour ago was killed by a shell.

Here is a Stalingrad factory. It is a vast place. Workers of this plant continue at their benches with intervals for fighting. Last week, the Germans broke through to the factory. The repair shop hands jumped into tanks they were working on and drove them straight out of the factory gates into the battle. They were followed by a Home Guard battalion of workers, commanded by Professor Pachenko, Dean of the Chair of the Institute of Mechanics. Another battalion was commanded by the Chief Constable of Stalingrad and the tough old steel smelter called Krigulin.

FOLLOWING THEIR FATHERS

They fought in over-alls just as their fathers did in the revolution. May be that some of them had fought themselves in those days. They went out to the battle with their wives and daughters. Women brought up ammunition and food. Girls went up into trenches and treated the wounded and carried them back to the factory. They held their position at a stone bridge all day until the evening brought reinforcements to the Red Guardsmen. When guardsmen came up workers marched back to their factory and continued their job of making fighting tanks.

There is no moon over the Volga. It has been blotted out by a blanket of smoke screen, that drifts and curls over the broad sleek waters. Ferries bring in men, ammunitions, food and guns.

There are girls too. They are Red Army nurses, crossing to the First Aid posts in the city to bring back the wounded over the river. All the wounded are evacuated across the Volga by these girls and then taken by lorry to a hospital in the rear far from that red hell that used to be Stalingrad.

Just by the landing stage there, dark logs are lying along the fore-shore by the hulk of a burned out steamer. Logs? No those are not logs. They are bodies of women and children trapped in a steamer when it was hit by a bomb as it left the landing stage to evacuate these poor folk to a quieter stretch of their river. Many women and children died when they tried to leave Stalingrad. Now there are none left in the burning city. Houses that still stand are empty.

BRITISH HEAVY BOMBERS

The maximum bomb-load in the British heavy bombers is about a quarter of the total loaded weight. The important feature, which must be built into all modern heavy bombers, is the inter-changeability of the bomb-load with fuel for range. Just as range will be limited when racks are full so must bomb-load be limited when tanks are full or the maximum permissible load will be exceeded. This means that enough tanks must be provided to give the greatest possible range when the bomb-load is reduced to the economical limit—say 4,000 tons.

Speed is the next criterion in determining the value of the big bomber. Speed is the function of a clear design and power-weight ratio. Wing loadings are going up and we have now reached more than 40 pounds per square foot as common loading for large machines. Runways are now essential at all heavy bomber stations. As a result of this and of the development in aero-motors, the cruising speeds around 220 m.p.h. are normal to-day.

On the question of production, hours of experience with the Lancaster shows that a heavy bomber need not be expensive in man hours to build. This particular bomber probably takes less man hours than many medium bombers needed in the past.

A modern heavy bomber compared with the heaviest bomber at the beginning of war carries three times the load. It has two and a half times the armament and half the crew in relation to the weight of bombs delivered. Furthermore the percentage of the casualty rate in heavy bombers is lower. How much this achievement depends on the essential quality of the British aircraft industry can be seen from the fact that the machines in question, the Lancasters, Halifaxes and Stirlings were planned six years ago.—The *Aeroplane*.

Japs want to make Burmans into Drug Fiends

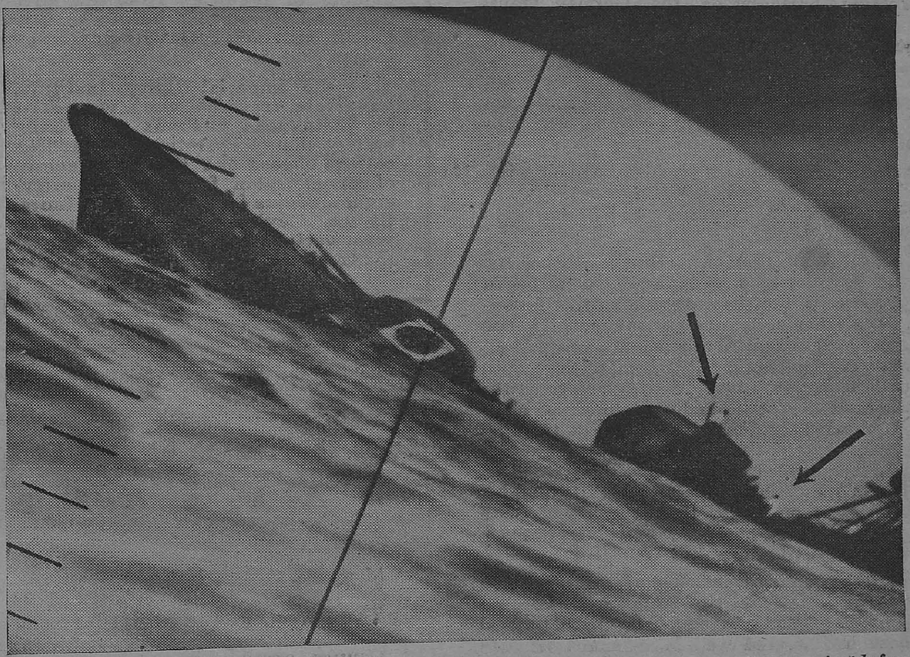
INDIAN and British guerilla patrols, penetrating deep into Burma, report that the Japs are encouraging the Burmans to take drugs. Opium and heroin dens, run by undesirables imported from Japan, are springing up in Mandalay, Rangoon and all the other big towns.

When they had sold their produce, the peasants were approached by Jap agents offering them drugs very cheaply so that they could try them. Heroin, morphine and opium were offered for sale and some of the Burmans have already become addicts.

The Japanese idea, which they have practised in China for years, is to make the peasants so addicted to the drugs that they will sell their farms and cattles in the long run to buy them.

Everywhere in Burma to-day, the Japs are eliminating the small man and establishing big chain organizations directed by Japanese. Opium is one of the methods by which they eliminate him.

Japanese officials and Army officers in Burma are interested in the establishment of



WAR THROUGH A PERISCOPE.—This unusual picture shows a Japanese destroyer just before she went down in the Western Pacific. It was taken through the periscope of a United States submarine which fired two torpedoes into the destroyer. Arrows point to two men in white uniforms—one on the bridge and the other below it. Atop the forward turret can be seen the Rising Sun insignia. The line through the middle and marks at left are periscope etchings.

This is part of a deliberate plan of the Japanese authorities similar to the one they have followed in China and other Jap-occupied territories.

Special areas in Mongolia have for a long time been under particular cultivation for poppy growing. The drugs that the Japs are bringing into Burma come from those areas.

The Japanese authorities aim their drug campaign particularly at the country people of Burma. Burmese peasants arriving in Rangoon recently with farm produce have found dope shops flourishing under Jap management. Many of them were crowded.

opium dens for another reason. Information received shows that they derive a large part of the profits from the sale of the drugs.

Japanese merchants—and more than 700 Jap traders and their families have just arrived in Moulmein from Rangoon—who deal in canned goods and medicines, often use this as a screen. They are opening shops in Burmese towns to sell their ordinary merchandise, and in another part of the town—in some cases in a private room in their own shops—they are opening dope dens where for a few annas the Burmese can buy opium or heroin.

Siam and Japan

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THE question what has Siam gained by her alliance with Japan is now easily answered if one accepts the German and Japanese definitions of what constitutes "gain," observes *The Times* diplomatic correspondent. Rulers of both these totalitarian States insist that living under a strict system of control, paying heavy taxes and sacrificing freedom of speech and election is so beneficial to their own subjects that vassal nations, for their own good, must lead the same life. They are also to have the honour of supplying the needs of the herrenvolk of Europe and Asia.

Such has been the burden of numerous messages broadcast by the German Trans-Ocean agency and the Japanese Domei agency. Last spring the Domei agency informed the world that the number of Siamese newspapers was to be reduced by half in conformity with a new press law; the Siamese official wireless broadcast from Bangkok on June 19 that, according to the new decrees, newly elected members of parliament could take their seats only after they had been approved by the Prime Minister, Cabinet and Legislative Assembly.

After this insertion of the thin or political end of the totalitarian wedge, the Japanese began to hammer it into the economic butt. Rationing was introduced in early summer. A law imposing strict control of foodstuffs was passed, apparently in July, for at the end of the month Trans-Ocean announced that it empowered the authorities to search buildings, stores and ships and provided for fines of 10,000 ticals (roughly £1,000) or ten years' imprisonment, which might be doubled in case of serious violation of these regulations. On August 13 Trans-Ocean went on to say that breaches of these regulations would now be dealt with by military instead of civil courts.

Further confirmation of increasing Japanese pressure came from the Bangkok wireless on August 2. After informing listeners that forced labour had worked well in Germany, it continued : "Government is contemplating introducing forced labour in Siam. All labourers would thus become Government workers and be subject to the new military law regarding derelictions of duty."

But Bangkok has sometimes shown less enthusiasm for "Co-Prosperity" and its consequences than the broadcast mentioned above would seem to indicate. While the Japanese had been boasting of large shipments of rice which they had received from Siam, Bangkok sounded a plaintive note on July 31 : "Japan is now the sole foreign source from which we receive goods. We cannot get everything from Japan because there is even greater shortage of goods in Japan itself than in Siam. The Japanese have no time to manufacture goods for Siam."

PRODUCTION OF PRESERVED MILK IN INDIA

The difficulty of importing tinned and preserved milk and milk foods from overseas simultaneously with the increase in the demand for these commodities has led to the starting of Indian ventures to meet the need, but such enterprises should not be launched without a careful study of the methods of milk utilization and the securing of properly trained men, according to the Annual Report of the Imperial Dairy Department for 1940-41.

The department handled a large number of inquiries from the milk trade and private and public institutions, Provincial Governments and Indian States.

At the Imperial Dairy Institute, Bangalore, research work was done on indigenous methods of making butter, the preparation of Indian cottage cheese and the manufacture of rennet casein for plastics. Fifty-eight students from all parts of India, Burma, Ceylon and Malaya underwent various courses of training at the Institute.

DO YOU SPEAK JAPANESE?

Many do.

They repeat wild rumours

Causing unrest and grave distress,

Stock market panics and reckless loss.

They come from Japan, these rumours.

Do not heed them.

Do not pass them on.

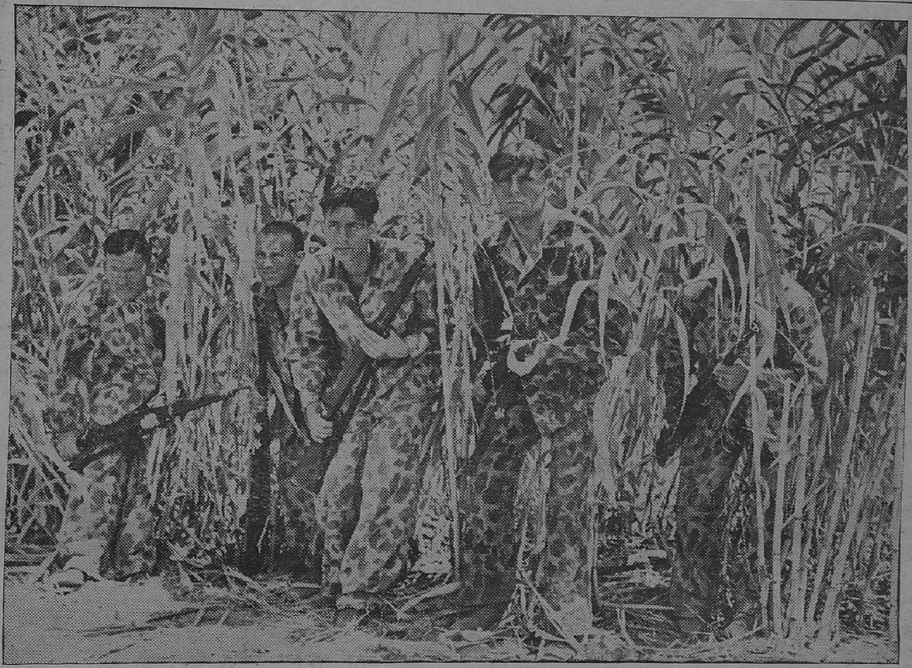
DON'T BELIEVE RUMOURS

BUILD THE NATIONAL WAR FRONT AGAINST THE JAPANESE

Art of Jungle Fighting

AUSTRALIAN troops in New Guinea are now beating the Japanese in the art of jungle warfare, cables the *Daily Mail* Melbourne correspondent.

Tricks and tactics of Japan's specially trained soldiers which served them so well in Malaya are now being applied against them in the rain-soaked tangled growth on the slopes of the Owen Stanley Mountains.



THE SPOTTED MARINES.—Wearing mottled uniforms for jungle camouflage, United States Marines train for jungle fighting.

Lessons of Malaya have been absorbed and Australians, specially trained to fight in the thickly wooded islands of the South Pacific, are now beating the Japanese at their own game. They are putting into practice ideas of their own which have improved on the Japanese tactics and are no longer a prey to surprise attacks, ambushes and cunning infiltration and encirclement.

One of the Australian innovations is wearing green uniforms. Mr. Forde and Mr. Drakeford, Australia's War and Air Ministers, have just returned from a visit to the war zone with a few " wrinkles " which are likely to result in the relaxation of some of the service regulations governing troops defending Port Moresby.

BEARDED SOLDIERS

Soldiers for example may be allowed to grow beards.

Mr. Forde said that he had seen many Americans who had given up the attempt to keep their chins clean but Australians as yet were clean shaven because rules insisted on it.

Mr. Drakeford announced that slacks and shirts with long sleeves may replace the traditional dress of airmen in battle areas. This reformation was based on medical advice, economy and utility.

Royal Australian Air Force's medical advisers say that sickness can be minimized by covering legs and arms as protection against dengue, malaria and bush sores. Gaiters would be worn with long trousers and boots would replace shoes.

Mr. Forde and Mr. Drakeford will report to the Federated Parliament at a secret session.

Motor Vehicles Manufactured in India

THE assembly and body-building of unarmoured motor vehicles has expanded considerably during the past year and efforts are being made still further to increase the rate of production. Many thousands of vehicles have been completed and delivered so far and output is steadily mounting from week to week. An index to the rapid expansion that has taken place in this field is the fact that whereas before the war the Indian Army possessed only 5,000 of these vehicles, to-day there are in service or on the way more than 60,000.

A large number of firms all over the country are engaged in the work of body-building. One workshop alone is building several hundred bodies per month. The material required for these operations also run to huge proportions. Large quantities of steel, timber, canvas, and other components are delivered to the workshops every week, while train-loads of chassis are despatched to them from the various assembly plants almost every day.

The manufacture of tyres also has correspondingly increased, and plans are in hand for a further large expansion. Most of the special types of heavy tyres required by the Army are now made in India.

German Quarrel with Denmark

IT is not a coincidence that Germany has threatened Denmark with the same treatment as Norway while treating the Norwegians worse than ever, remarks the *Daily Telegraph*. Hitherto the Germans have pretended that the State of Denmark showed how much a country had to gain by not fighting against German occupation. The Danes have been ruthlessly plundered, but they were allowed to keep a parliament and government and king of their own. Now Herr Buhl, the Prime Minister, tells them that the hour is grave, and hints that saving their independence and freedom may be impossible.

Denmark was forced into the Anti-Comintern Pact last year which amounted to formal acceptance of the Nazi " New Order." Now a quarrel is forced on her. German motives are plain enough. Nothing more can be obtained from Denmark without violence, but, as Goering announced at his harvest festival, all occupied countries must suffer to feed the Germans.

Controllers of German policy and strategy have become nervous over the state of things in North-West Europe. Wails about sabotage and disrespect for German authority in Denmark betray alarm no less clearly than the proclamation of a " state of emergency " around Trondheim and 400 miles to the north. " Oderint dum metuant " (let them hate provided they fear) is the essence of the Fuehrer's creed. Germany now finds that terrorism will not subdue a brave people, and still dreams of averting retribution by more brutality.

MADRAS CASUALTIES

We regret to announce the following Madras casualties which occurred on various dates :—

L. No. 139.

OTHER RANKS AND NON-COMBATANTS.

Died.

R.I.A.S.C.

N.Y.A.	W/C	Narayana Naidu.
MT/ 985341	Sep.	Vasudevan Pillai.

L. No. 140.

OTHER RANKS AND NON-COMBATANTS.

I.A.O.C. **Wounded.**

O/71433	Sep.Dvr.	Battamsetti Venkataratnam.
O/71468	Sep. Dvr.	Munuswamy.

I.A.O.C. **Missing, believed " Prisoners of War."**

O/72391	Sep. Dvr.	Appala Shami, K.
O/71446	Sep. Dvr.	Atchanna.
O/105232	P/A/Hav. B/S/P/A/ L/NK.	Papa Raju.
O/32521	Ftr. III Sep.	Naidu N. R.

Fortunes of War

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THE part sometimes played by luck in war was described by General Henry Maitland Wilson, Commander-in-Chief, Persia-Iraq Command, in an address to the British Institute, Baghdad. Introducing General Wilson, Al-Fariq Ismail, Namiq, the Iraqi Chief of the General Staff, observed that it was indeed an honour to have as guest such a distinguished general whose reputation as a brilliant strategist and tactician was so well-known to them all. History would surely tell of his destruction of Graziani in North Africa, his great rearguard action in Greece, and his systematic reduction of Vichy Syria.

The Leningrad front. An infantry unit occupying positions on the firing line.

General Wilson on rising to speak was greeted with enthusiastic applause by the audience which included members of the Cabinet and the diplomatic corps.

General Wilson chose as his subject the theme "Fortunes of War." He recalled General Wavell's famous speech on generalship in which he stated that "one of the requisites of a good commander is that he should be lucky." The fortunes of war, observed General Wilson, meant the manner in which events worked to the advantage of a belligerent by such trivial agencies as the action of an individual, the character of the adversary, the finding of a piece of paper or the weather. He cited the changing wind to which Joan of Arc owed her success in Orleans; Moltke's illness, which contributed to the halting of the German army before Paris in the last war; and the calm weather in May 1940 which allowed the embarkation of the B.E.F. at Dunkirk.

Summing up his deductions from a study of the subject, General Wilson affirmed that where the fates of nations and the lives of individuals were at stake, one could not rely for certain on winning a battle. On the other hand, if the plan for operations was too rigid, it could not be rapidly adjusted to meet changes of fortune. A commander's plan should, therefore, be sufficiently flexible to enable him to take full advantage of any good turn, and at the same time to counter any bad turn in the fortunes of war.

PRESS INTERVIEW WELL RECEIVED

Great satisfaction is expressed by the Baghdad press over General Wilson's interview on September 30. *Alam-ul-Arabi* declares that no one can fail to appreciate his sincerity or the earnest desire of Iraq's ally, Great Britain, to satisfy Iraq's needs.

Al-Zaman compares General Wilson's assurances with the intentions and conduct of Axis commanders who rob and starve friend and foe alike. The British commander, it says, regards it as his duty to take every possible care for the welfare of Iraq, and to assist in solving the supply problem and make the population happy. The British Army, it says, is permeated with the same generous spirit. That is why Iraqis have never at any time found anything in the army of their ally to offend them. These troops mix with the inhabitants and always behave as perfect gentlemen—a behaviour which differs completely from that of Fascist armies, with their violence and oppression.

Diary of the War

AIR ACTIVITY OVER GERMANY AND ENGLAND

9th Oct.—Two enemy aircraft dropped bombs at a place on the south-east coast in England.

There was a British Commando raid on Sark, a Channel Island.

The German Radio stated that British Dieppe prisoners had been put in chains. A statement issued by the British Government declared : " His Majesty's Government will be compelled, in order to protect their own prisoners of war, to take similar measures upon an equal number of enemy prisoners of war in their hands."

It was disclosed that the total number of German and Italian prisoners in British hands was 285,000—23,000 Germans and 262,000 Italians. The total number of British prisoners in German and Italian hands was 115,000—90,000 in German hands and 25,000 in Italian hands.

10th Oct.—Five hundred fighters of the Royal Air Force swept over France. United States bombers raided Lille.

Two enemy aircraft flew over south-west England and dropped bombs.

A German communiqué stated that 107 British officers and 1,269 N.C.O.'s were fettered.

11th Oct.—A short alert was sounded in London.

12th Oct.—Allied bombers carried out an air blitz over western Europe. Forty-eight German planes were shot down.

More United States forces arrived in Britain.

13th Oct.—The Royal Air Force attacked Hanover, a manufacturing centre of tanks and locomotives.

German raiders were over a north-eastern town of England.

The North-Western front. Flying " Hurricanes," Major Kondratiev, Senior Lieutenant Krikunov and Junior Lieutenant Volkov encountered ten Messerschmitts. Engaging the enemy, the fighters shot down six planes and safely returned to their ærodrome. Left to right: Senior Lieutenant Krikunov, Junior Lieutenant Volkov and Major Kondratiev.

14th Oct.—The Royal Air Force attacked industrial targets in northern Germany. High explosive bombs caused damage in several Baltic towns.

Four enemy aircraft were over the south coast of England.

15th Oct.—The Royal Air Force raided Kiel.

The Duke of Devonshire, speaking in the House of Lords, said that during the coming winter, there would be a serious danger to England from aerial attacks.

16th Oct.—The Royal Air Force swept over Holland.

A German supply ship was sunk in the Channel.

UNITED STATES OF AMERICA AND THE ATLANTIC

9th Oct.—Senator Mead stated that the United States Navy was " gaining very rapidly on the submarine menace."

12th Oct.—The Canadian Department of National Defence in full agreement with the United Kingdom, put in chains German prisoners equal in number to the Canadian prisoners in the Dieppe raid.

13th Oct.—Six naval vessels including four ' special ships ' and two submarine chasers were launched at three shipyards.

Mr. Wendell Willkie arrived in Alaska.

An alert was sounded in Reykjavik.

14th Oct.—Two more American destroyers were launched.

15th Oct.—Five ships for the navy were launched from a new yard at an eastern coast port.

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INDIA, BURMA AND CEYLON.

9th Oct.—The Royal Air Force attacked Akyab.

10th Oct.—Targets in central Burma were attacked. The railway bridge south of Mogaung was destroyed. Japanese barracks south of Tingka were attacked.

14th Oct.—The Royal Air Force raided Burma. Japanese base at Kalewa was bombed.

15th Oct.—The Royal Air Force attacked targets in the Gangaw area of the Myittha Valley.

* * * *

ITALY, AFRICA AND THE MEDITERRANEAN

9th Oct.—The Royal Air Force attacked targets between Derna and Sidi Barani, including the seaplane base at Bomba.

The British forces occupied Sakaraha and Tongobory in Madagascar.

10th Oct.—Ethiopia joined the ranks of the United Nations.

12th Oct.—Allied bombers attacked enemy landing grounds in Egypt.

13th Oct.—American forces arrived in South Africa.

The Allies bombed Cretan airfield. Fifteen German planes were shot down over Malta.

14th Oct.—Tobruk and the landing grounds in Daba were raided. A huge fire was started in a petrol dump.

There were continuous air raid alerts in Malta for two days. Many enemy planes were shot down.

15th Oct.—Allied bombers attacked Tobruk and El Daba.

16th Oct.—Rommel returned to Egypt. Twenty-three enemy planes were shot down over Malta.

On the south-western front : An officer congratulating a bombing crew on a successful raid.

RUSSIA AND FINLAND

9th Oct.—Rzhev city was in flames. German drive to Volga was checked. Russian position improved at Mozdok.

10th Oct.—The Russians broke through. The Don was recrossed at several points.

11th Oct.—Von List replaced Von Bock. Non-stop attacks were lanuched by Timoshenko.

M. Stalin issued a new decree creating a single military command.

12th Oct.—Nazi attacks were held. The Russians advanced in north-west. Soviets were on the offensive at Rzhev.

A decisive stage started in the battle of Stalingrad.

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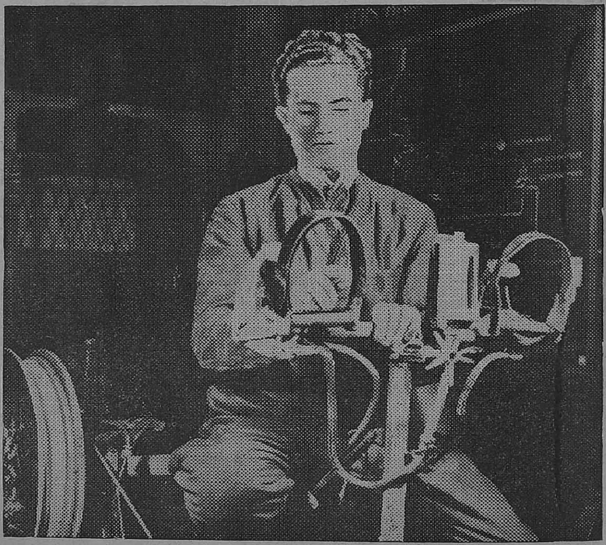
SHIPPING

10th Oct.—H.M.S. **Coventry** was sunk. It had a displacement of 4,290 tons and a complement of 400. It was launched in 1917.

12th Oct.—The United States Navy Department announced that a medium-sized United States vessel was torpedoed and sunk by an enemy submarine off the Pacific Coast.

13th Oct.—An American coastal vessel was torpedoed by a Japanese submarine.

Arms production forms an important item in the great contribution India is making to the Allied war effort, and increasing numbers of young Indians are under training now in England. Photo shows a young Indian munition worker.



13th Oct.—Artillery duels took place at Stalingrad and German pressure slackened. The Red Army wrested initiative at Mozdok.

14th Oct.—A tank battle raged near Tuapse. Repeated attacks by Nazis were repelled.

15th Oct.—Nazis regrouped their battered forces for what may be the final assault on Stalingrad.

According to unconfirmed information, Field Marshal Von Bock was arrested on Hitler's orders.

16th Oct.—The Nazis launched a drive to Grozny.

NEUTRAL COUNTRIES

9th Oct.—A new Iraqi Cabinet was formed with Nuri Es Said as Prime Minister.

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VICHY AND OCCUPIED COUNTRIES

9th Oct.—Germany gave an ultimatum to Denmark that the Danes must co-operate in the proposed "Great Germany."

13th Oct.—An air raid alert was sounded in Oslo.

16th Oct.—Four-thousand followers of the Croat peasant leader, Doctor Matchek, revolted against the Quisling Government.

THE FAR EAST

9th Oct.—The Japanese abandoned Attu and Agattu in the Aleutians. There were more allied raids on Kiska.

The allied troops occupied the Owen Stanley area. Three Anglican British Missionaries were killed in Papua.

11th Oct.—Mr. Wendell Willkie left Chungking for the United States.

12th Oct.—The Kiska seaplane hanger was bombed.

Japanese continued to land in Guadalcanar. An enemy destroyer was sunk and a cruiser hit.

13th Oct.—The Australians were 12 miles from Kokoda. A Japanese seaplane tender was hit.

14th Oct.—Two Japanese cruisers were damaged in the Solomons by United States bombers. The Allies advanced in New Guinea. Enemy positions in Buna were bombed.

It was revealed that a big Japanese fleet was headed towards South Pacific.

15th Oct.—In the naval engagement off the Solomons, six Japanese warships were sunk. An American destroyer was lost.

United States planes bombed Kiska. Japanese fighters were driven out of the Aleutians.

Heavy damage was inflicted on the Japanese base at Rabaul.

United States submarines sank one heavy Japanese cruiser in Far Eastern waters. Four Japanese auxiliaries were sunk, one probably sunk and two damaged.

16th Oct.—The Japanese reinforced Guadalcanar.

Japanese attempt to land in Kowloon was foiled.

A Wish—And the Result

The Soviet Navy newspaper *Red Fleet* tells the story of an American naval lieutenant who insisted that he and his men be allowed to operate the anti-aircraft guns on a Russian ship when they were picked up after their own boat had been torpedoed. The Russians granted his wish as soon as a Nazi plane appeared. Hall promptly dow ed it.

ARE YOU

SPREADING

INFECTION?

There is a dread disease in the land. It poisons man's mind and robs him of his courage. The disease is RUMOUR. It was started by the common enemy, Japan. Don't help to spread it by infecting your friends.

DON'T BELIEVE RUMOURS

BUILD NATIONAL WAR FRONT AGAINST THE JAPANESE

IN A NUT-SHELL

[We are indebted to a Rasipuram Correspondent for this neat acrostic—Ed.]

NEVER BELIEVE or broadcast unconfirmed news.

Aid to your utmost the country's War-Effort.

Think in terms of world peace and democracy.

India should be strengthened to defy and defeat the Axis forces.

Our rich and hoary culture and civilization must be saved.

No effort should be spared to stamp out Nazism.

Actively promote internal peace and unity.

Labour assidiously for a just and lasting peace.

Whatever your lot in life do your duty in this period of world's crisis.

Abandon all your petty differences and unite in serving the common cause.

Responsibilities, great and grave, should be cheerfully borne by all of us.

Forge ahead in the hope and faith of certain victory.

Recognize the gravity of the war situation and act manfully.

Obey the call of the country, the dictates of prudence and do your bit for victory.

No sacrifice is to be counted great in securing the total defeat of our enemies.

Think of these perils and problems and build the National War Front against the Japanese.

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